

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE



FILE FR-036-1(19) Coffee County
P.I. No. 421345

OFFICE Preconstruction

DATE August 28, 1991

FROM *CWH*
C. Wayne Hutto, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL - WIDENING SR 32

Attached for your files is the approval for subject project.

CWH/se

Attachment

DISTRIBUTION:

John Lively
Robert E. Humphrey
David Studstill
Herman Griffin
Roland Hinners
Darrell Elwell
Winn Guthrie
Kirby Hamil
Ron Colvin
Shell Hartley

ADMIN	<input checked="" type="checkbox"/>	<i>9-9-91</i>
DEV	<input checked="" type="checkbox"/>	<i>9-9-91</i>
MGT	<input type="checkbox"/>	
SCHED	<input checked="" type="checkbox"/>	<i>9-10</i>
W/INVT	<input type="checkbox"/>	
	<input type="checkbox"/>	
	<input type="checkbox"/>	
	<input type="checkbox"/>	

FY 97

8-29-91
Per my
Please add to
program.
AH

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE FR-036-1(19) Coffee County OFFICE Preconstruction
P.I. No. 421345
DATE August 13, 1991

FROM Hoyt J. Lively, Director of Preconstruction

TO Hal Rives, Commissioner

SUBJECT WIDENING SR 32 - PROJECT CONCEPT REPORT

This project is the widening of a 4.13 mile(±) section of SR 32 to provide a multilane section from ^{WEST OF} Co. Rd. 296 southeasterly to the west city limits of Douglas tying into proposed 5 lane section of proposed Project FR-036-1(13). The existing road has 2-11' lanes with variable width shoulders on 100' minimum right-of-way. There are no major structures. Base year and design year traffic is 9200 VPD (1996) and 13,800 VPD (2016).

The proposed project widens SR 32 between above termini to have a rural section with 4-12' lanes w/44' median from beginning of project to Clyde Road with shoulders being constructed to 6' median (w/2' paved) and 10' outside (w/4' paved). From Clyde Road to end of project the road will have a 5 lane rural section w/14' flush median. Shoulders will be constructed to 10' w/4' paved. The west end or beginning of project extends into a 5% approach grade to the railroad overpass, therefore a request for a design variance will be required for the substandard grade. Traffic will be maintained on existing road during construction. Environmental considerations are: (1) displacements of 3 residential, 2 commercial and 14 mobile homes; (2) three possible UST sites; (3) possible COE 404-nation-wide; (4) Environmental Assessment with Section 106 (definite) and 4F/programmatic 4F involvement possible; (5) a public hearing will be held. The estimated cost of the project is:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG. DATE</u>
Constr(Infl&E/C)	\$4,417,000	\$4,640,000	FY 94
Right-of-way	\$3,289,000	No Est.	Preprogram
Utilities	LGPA*	LGPA	

*LGPA to be sent after concept approval

AOD 2 yrs INFL.
To 1996

Hal Rives
Page 2
August 13, 1991

FR-036-1(19) Coffee County

I recommend that we approve this project concept report, that the project be removed from Preprogram Status and added to the Construction Work Program for implementation.

HJL/WLP/se

Attachment

CONCUR:

G. C. Lewis
G. C. Lewis, State Highway Engineer

APPROVED:

Hal Rives
Hal Rives, Commissioner

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

JUL 15 1991

FILE FR-036-1 (19) Coffee County OFFICE Atlanta, Georgia
P.I. No. 421345
Widening SR 32 4.13 miles DATE July 12, 1991

FROM Robert E. Humphrey, Project Review Engineer *REH*

TO William J. Durrence, Director of Preconstruction

SUBJECT PROJECT CONCEPT REPORT

We have reviewed the attached Concept Report for this Major project.

We have received signed cover sheets from the following offices:

Traffic and Safety

Environmental

This report is satisfactory for approval.

The estimated costs of this project are as follows:

Construction	\$3,650,000
Inflation (5% per year) x 2 yrs.	365,000
E & C (10%)	401,500
Preliminary Engineering (5%)	200,750
Right of Way	3,289,000
Utilities	LGPA Anticipated

MJB/jmf

Attachments

c: Walker W. Scott, Jr.

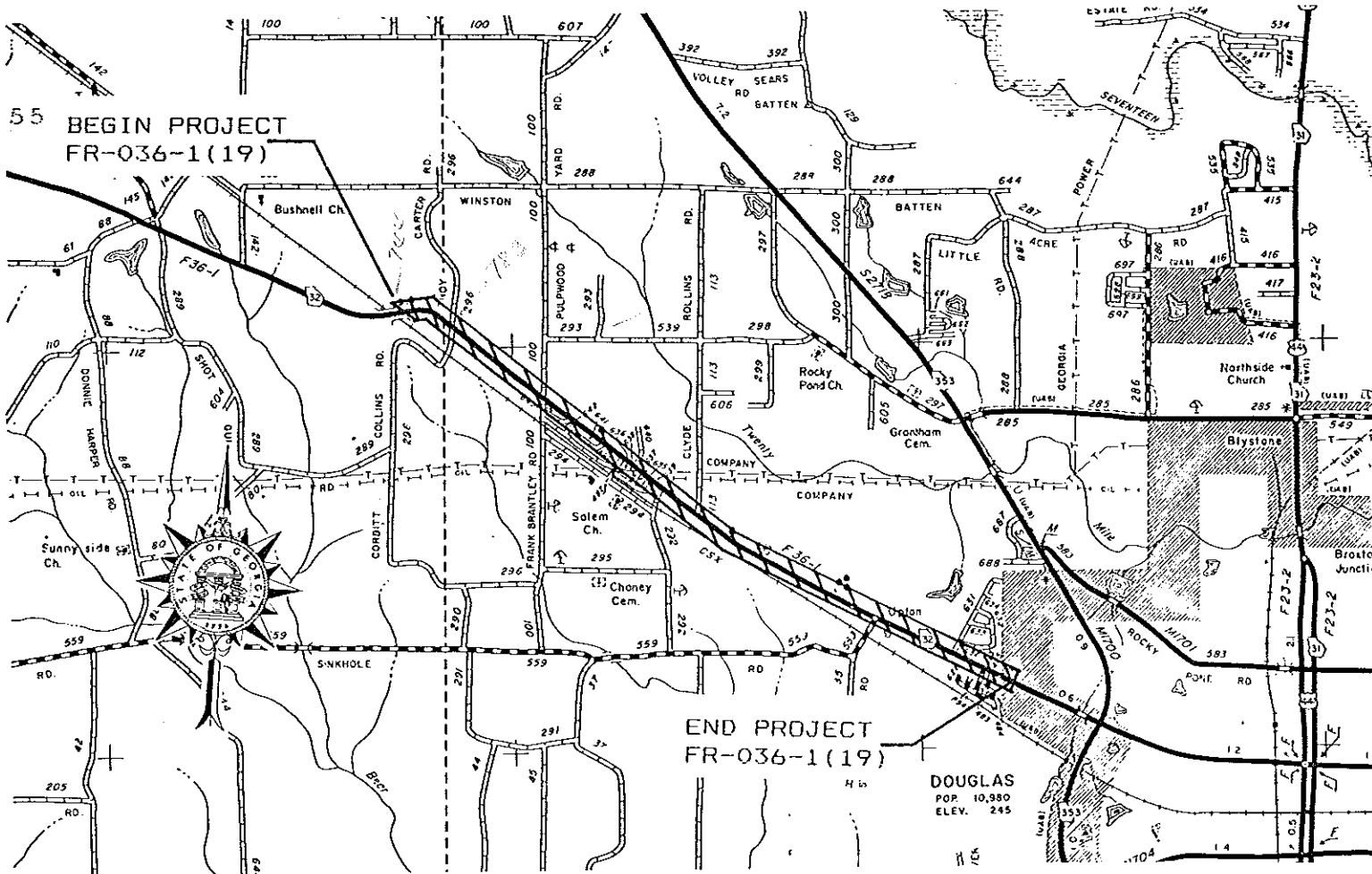
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

FR-036-1(19)

COFFEE COUNTY

FEDERAL ROUTE NO: N/A
STATE ROUTE NO: 32
GADOT P.I. NO: 421345



Date of Report: 04-19-91

RECOMMENDATION FOR APPROVAL

April 29, 1991
DATE

Walker W. Wicks
State Road & Airport Design Engineer

DATE

State Environmental Engineer

DATE

State Traffic & Safety Engineer

DATE

District Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE



FILE FR-036-1(19) Coffee County
P.I. No. 421345

OFFICE Atlanta

DATE April 24, 1991

FROM *Walker W. Scott*
Walker W. Scott, P.E., State Road & Airport Design Engineer *RH.*

TO *Robert Humphrey*, Project Review Engineer

SUBJECT Concept Report

Attached is the concept report for project FR-036-1(19) Coffee County. This project is for the proposed widening of SR 32, from approximately 1/4 mile west of County Road 296 to the city limits of Douglas.

This is for your review and further handling.

WWS:MGR:bc
Attachments

c: Wayne Hutto
Frank Danchetz, w/att
Ron Colvin, w/att
Don Watson, w/att

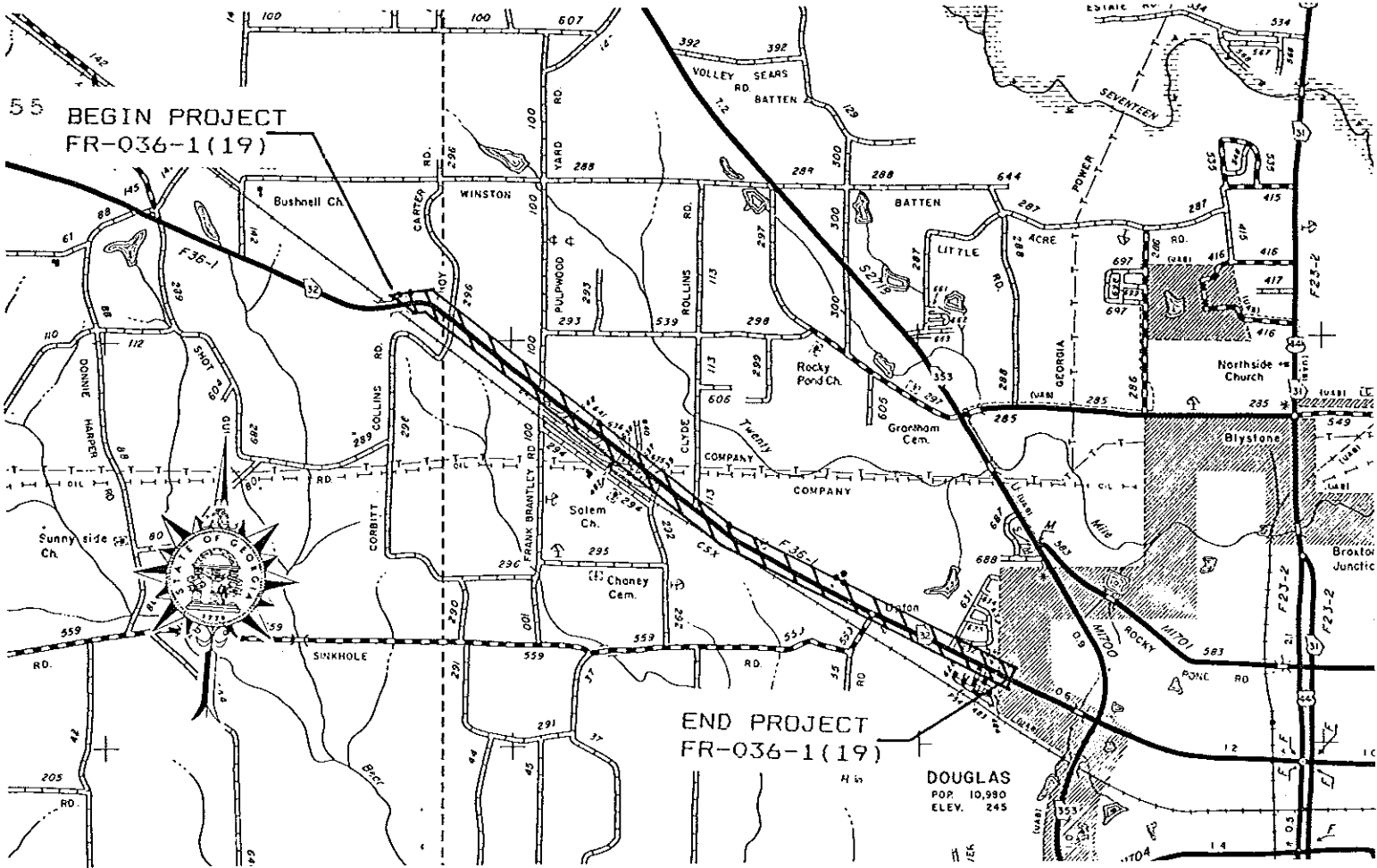
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

FR-036-1(19)

COFFEE COUNTY

FEDERAL ROUTE NO: N/A
STATE ROUTE NO: 32
GADOT P.I. NO: 421345



Date of Report: 04-19-91

RECOMMENDATION FOR APPROVAL

April 29, 1991
DATE

Walker W. Scott
State Road & Airport Design Engineer

DATE

State Environmental Engineer

5/30/91
DATE

Ron Colvin
State Traffic & Safety Engineer

DATE

District Engineer

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE



FILE FR-036-1 (19)
Coffee County
P.I. No. 421345

OFFICE Atlanta, Ga.

DATE May 28, 1991

FROM *RC* Ron Colvin, P.E., State Traffic & Safety Engineer
TO Robert E. Humphrey, P.E., Project Review Engineer

SUBJECT Project Concept Report Review

We have reviewed the concept report on the above project for the proposed widening of S.R. 32 from just west of C.R. 296 to the City Limits of Douglas.

The existing two-lane roadway will be widened to a four lane section with a 44 ft. depressed median from the beginning of the project to C.R. 113 and a 14 ft. flush median from C.R. 113 to the end of the project. We believe this concept will improve safety and operational capacity along this section of roadway. We therefore, find this report satisfactory for approval.

RC:CKE:lw

Attachment (signature page)

cc: Walker Scott; Shell Hartley

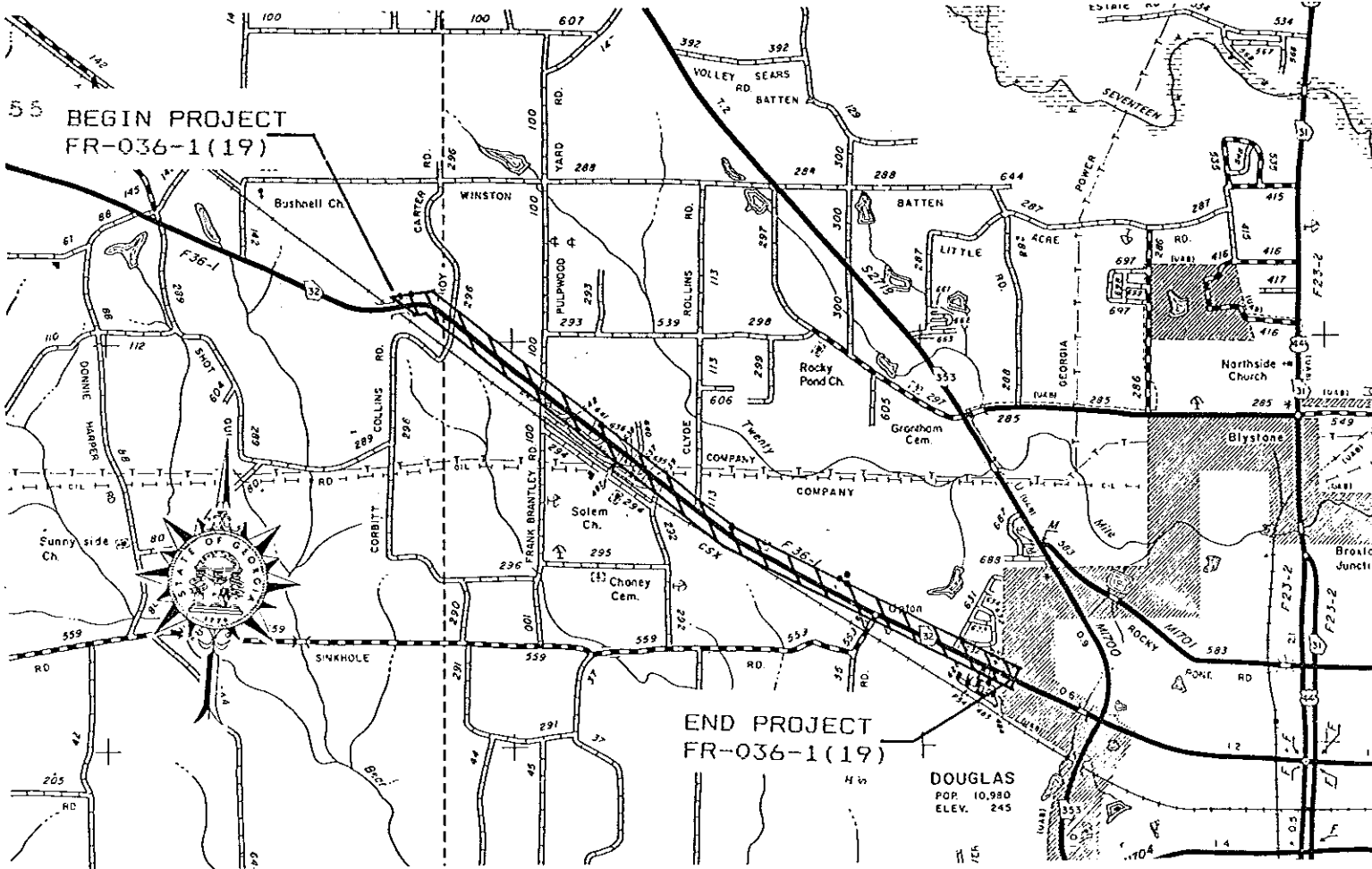
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

FR-036-1(19)

COFFEE COUNTY

FEDERAL ROUTE NO: N/A
STATE ROUTE NO: 32
GADOT P.I. NO: 421345



RECOMMENDATION FOR APPROVAL

April 29, 1991
DATE

Walker W. Wooten
State Road & Airport Design Engineer

May 9, 1991
DATE

Frank C. Oanchet
State Environmental Engineer

DATE

State Traffic & Safety Engineer

DATE

District Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE FR-036-1 (19) Coffee County
P.I. No. 421345

OFFICE Environment/Location

DATE May 10, 1991



FROM Frank L. Danchetz, P.E., State Environmental/Location Engineer
✓ TO Robert Humphrey, Project Review Engineer

SUBJECT CONCEPT REPORT

The concept report for the above listed project has been reviewed. The subject project, as described, has no logical termini. The eastern end of the project will tie to the widening improvements proposed under project FR-036-1 (13) and should be stated as doing so. The western project terminus is located 1/4 mile from the nearest intersection. To be logical, this project terminus should end at an intersecting road or be identified as including intersection improvements which taper down beyond the intersection.

If you have any questions, please let me know.

FLD/GAS/gas

cc: Walker S. Scott, Jr.

PROJECT CONCEPT REPORT

P.I. NO: 421345

PROJECT NO: FR-036-1(19)

COFFEE COUNTY

PREVIOUS PROJECT NO.: N/A

ROUTE NO: SR32

LOCATION: This project begins approximately 1/4 mile west of C.R. 296 and extends eastwardly for 4.13 miles and ends at the City Limits of Douglas.

DESCRIPTION: Four-lane divided with 44-foot depressed median for the first 2-1/4 miles, widening will be on south side. Four lanes with 14-foot flush median, symmetrical widening from Clyde Road to the end of project.

TRAFFIC: CURRENT ADT: 9180 (1996)

PROJECTED ADT: 13760 (2016)

EXISTING TYPICAL SECTION: Two 11-foot lanes of asphaltic concrete pavement with variable width grassed shoulders. The existing right of way is 100 feet minimum.

EXISTING MAJOR STRUCTURES: none

STATEMENT OF NEED AND PURPOSE OF PROJECT: See attachments

LENGTH: 4.13 (MILES)

BEGINNING: Approximately 1/4 mile west of C.R. 296.
ENDING: At the City Limits of Douglas.

PDP CLASS.: MAJOR/EXISTING

FUNCTIONAL CLASS.: RURAL MINOR ARTERIAL

EXISTING: MAX DEGREE OF CURVE-5-30 DEG., MAX GRADES-5 %, POSTED SPEED- 55 MPH
PROPOSED: MAX DEGREE OF CURVE-5-30 DEG., MAX GRADES-5 %, DESIGN SPEED- 55 MPH
ALLOWABLE: (Green Book) 6-00 DEG., MAX GRADES-3.5%, (LEVEL TERRAIN)

PROPOSED TYPICAL SECTION: Four 12 foot lanes with a 44 foot depressed median from approximately 1/4 mile west of C.R. 296 to C.R. 113 a distance of approximately 2-1/4 miles. The proposed roadway from C.R. 113 to the city limits of Douglas will be four 12 foot lanes with a 14 foot flush median section, a distance of approximately 2 miles.

MAJOR STRUCTURES: None

TYPE ACCESS: Drive permits required.

TRAFFIC CONTROL DURING CONSTRUCTION: Widen under traffic.

ESTIMATED COST:

ITEM:	TOTAL AMOUNT
R/W	\$ 3,289,000.00
UTILITIES	\$ LGPA Anticipated
SUBTOTAL	\$ 3,289,000.00
CONSTRUCTION	\$ 3,230,275.00
INFLATION	\$ 364,213.00
E&C (10%)	\$ 323,028.00
TOTAL CONSTRUCTION	\$ 3,917,516.00

PERMITS REQUIRED: 404 Nationwide (Probable)

LEVEL OF ENVIRONMENTAL ANALYSIS: Environmental Assessment 106 (definite)
4F or Programmatic 4F

LEVEL OF PUBLIC INVOLVEMENT: Public hearing

TIME SAVING PROCEDURES APPROPRIATE: YES () NO (X)

DESIGN VARIANCES REQUIRED: ~~None known at present.~~ See Comment Below. *wyf*

ALTERNATIVES CONSIDERED: 4 lane with a 20 raised median, No build.

OTHER PROJECTS IN AREA:

FR-036-1(13) Coffee, P.I. No. 421340 - SR32 widening from city limits of Douglas to east of S.R. 206.

FR-090-1(12) Coffee, P.I. No. 421320-SR135 from SR32 Douglas NE to north Douglas by pass.

BHF-090-1(11) Coffee, P.I. No. 421240-Bridge widening at Seventeen Mile River SR 135/us 221 in Douglas

CONCEPT TEAM MEETING HELD: 1/30/91

PRESENT: Walker Scott, Mike Reynolds, Michael Wright, Frank Golder, Bascombe Hughes, Jerry Lindsey, Freddie Walker, Don Gaskins, Ronnie Brogdon, Del Clippard, John Lord, and Jack Varner/ Georgia Power Company.

UNDERGROUND STORAGE TANKS : 3 possible sites

HAZARDOUS WASTE SITES : No known sites

FIELD REVIEW HELD: To be held at a later date.

COMMENTS: Design Exception will be required for maintaining existing grade approaching Railroad overpass at the beginning of project.

ATTACHMENTS: Typical Section

Preprogram Document

Preliminary Cost Estimate

Concept Team Meeting Minutes

R/W Estimate

Need and Propose Statement

PRELIMINARY COST ESTIMATE

PREPARED BY: Michael Wright

DATE: 04-10-91

ESTIMATED LETTING DATE: FY 1994

PROJECT NO: FR-036-1(19)

COUNTY: COFFEE

P.I. NO: 421345

MILEAGE: 4.13

PROJECT DESCRIPTION: Widen and reconstruct SR32 from approximately 1/4 mile west of C.R. 296 and extend eastwardly for 4.13 miles to the city limits of Douglas.

PROPOSED CONCEPT: Widen and reconstruct SR32 from two lanes to four lanes with a 44-foot depressed median on 180 feet of required right of way from approximately 1/4 mile west of C.R. 296 TO C.R. 113, and four lanes with a 14 foot flush median in 130 feet of required right of way from C.R. 113 to the City Limits of Douglas.

EXISTING ROADWAY (IF APPLICABLE): Two-lane rural asphaltic concrete section with variable width grassed shoulders on 100 feet minimum existing right of way.

TRAFFIC: EXISTING: 9180 (1996)

DESIGN: 13760 (2016)

() PROGRAMMING PROCESS (X) CONCEPT DEVELOPMENT () DURING PROJECT DEV.

PROJECT COSTS

A. RIGHT-OF-WAY:

1. PROPERTY:

land:

improvements:

(land & easements)

\$

\$

\$

711,000.00

839,000.00

2. DISPLACEMENTS

\$

462,000.00

2A. DAMAGES

\$

50,000.00

3. OTHER COST:

adm./court: 45%

\$

inflation: 10%

\$

(adm./court, inflation)

\$

1,227,000.00

SUBTOTAL:

\$

3,289,000.00

B. REIMBURSABLE UTILITIES:

1. RAILROAD

\$

2. TRANSMISSION LINES

\$

3. SERVICES (\$86,800.00)

\$

*LGPA

SUBTOTAL:

\$

*LGPA

C. MAJOR STRUCTURES:

1. RETAINING WALLS	\$	0
2. BRIDGES	\$	0
3. DETOUR BRIDGES	\$	0
4. BOX CULVERTS_(single 6X3,single 4X3,Triple 8x5)	\$	67,200.00
SUBTOTAL:	\$	67,200.00

D. GRADING AND DRAINAGE

1. EARTHWORK:		
Unclass. Exc. 44,000 CY X \$1.81/CY	\$	411,000.00
Borrow 132,000 CY X \$2.51/CY		
2. DRAINAGE:		
a. Cross Drain Pipe (exc box culverts)	\$	118,000.00
b. Curb and Gutter	\$	0
c. Longitudinal System (incl catch basins)	\$	
SUBTOTAL:	\$	529,000.00

E. BASE AND PAVING:

1. Aggregate Base			
(graded aggregate) 59,100T. x \$10.38/T.	\$	613,458.00	
2. Asphalt Paving			
asph. conc. "E" 15,500T. x \$26.71 /T. 33 ⁰⁰	\$	414,005.00	511500
asph. conc. "B" 13,620T. x \$27.55 /T. 33 ⁰⁰	\$	375,231.00	449460
asph. conc. BASE 22,100T. x \$27.12 /T. 33 ⁰⁰	\$	599,352.00	729300
asph. conc. LEV 2950T. x \$29.45 /T. 33 ⁰⁰	\$	86,877.00	97350
bit. tack coat 8350G. x \$0.76 /G.	\$	6,350.00	634
3. Concrete Paving	\$	0	
4. Other	\$	0	
SUBTOTAL:	\$	2,095,275.00	
		2,407,414	

F. LUMP ITEMS:

1. TRAFFIC CONTROL	\$	45,000.00
2. CLEARING AND GRUBBING (83 acre x \$460)	\$	348,600 38,200.00
3. LANDSCAPING	\$	71,000
4. EROSION CONTROL	\$	100,000.00
5. DETOURS	\$	0
SUBTOTAL:		457,600.00 564,600

G. MISCELLANEOUS:

1. LIGHTING	\$	0
2. SIGNING - STRIPING	\$	60,000.00
3. GUARDRAIL	\$	8,200.00
4. SIGNAL - SIDEWALK - MEDIAN BARRIER	\$	0
SUBTOTAL:		81,200.00

H. SPECIAL FEATURES: _____ \$ 0

ESTIMATE SUMMARY
=====

A. RIGHT-OF-WAY _____ \$ 3,289,000.00
B. REIMBURSABLE UTILITIES _____ \$ *LGPA

CONSTRUCTION ESTIMATE SUMMARY
=====

C. MAJOR STRUCTURES _____ \$ 67,200.00
D. GRADING AND DRAINAGE _____ \$ 529,000.00
E. BASE AND PAVING _____ \$ ~~2,095,275.00~~ 2,407,414
F. LUMP ITEMS _____ \$ ~~457,600.00~~ 504,600
G. MISCELLANEOUS _____ \$ 81,200.00
H. SPECIAL FEATURES _____ \$ 0

SUBTOTAL CONSTR COST _____ \$ ~~3,230,275.00~~ 3,649,414
E. & C. (10%) _____ \$ ~~323,028.00~~
INFLATION (5% PER YEAR) _____ \$ ~~364,213.00~~ 0-2 YEARS
TOTAL CONSTRUCTION COST _____ \$ ~~3,917,516.00~~

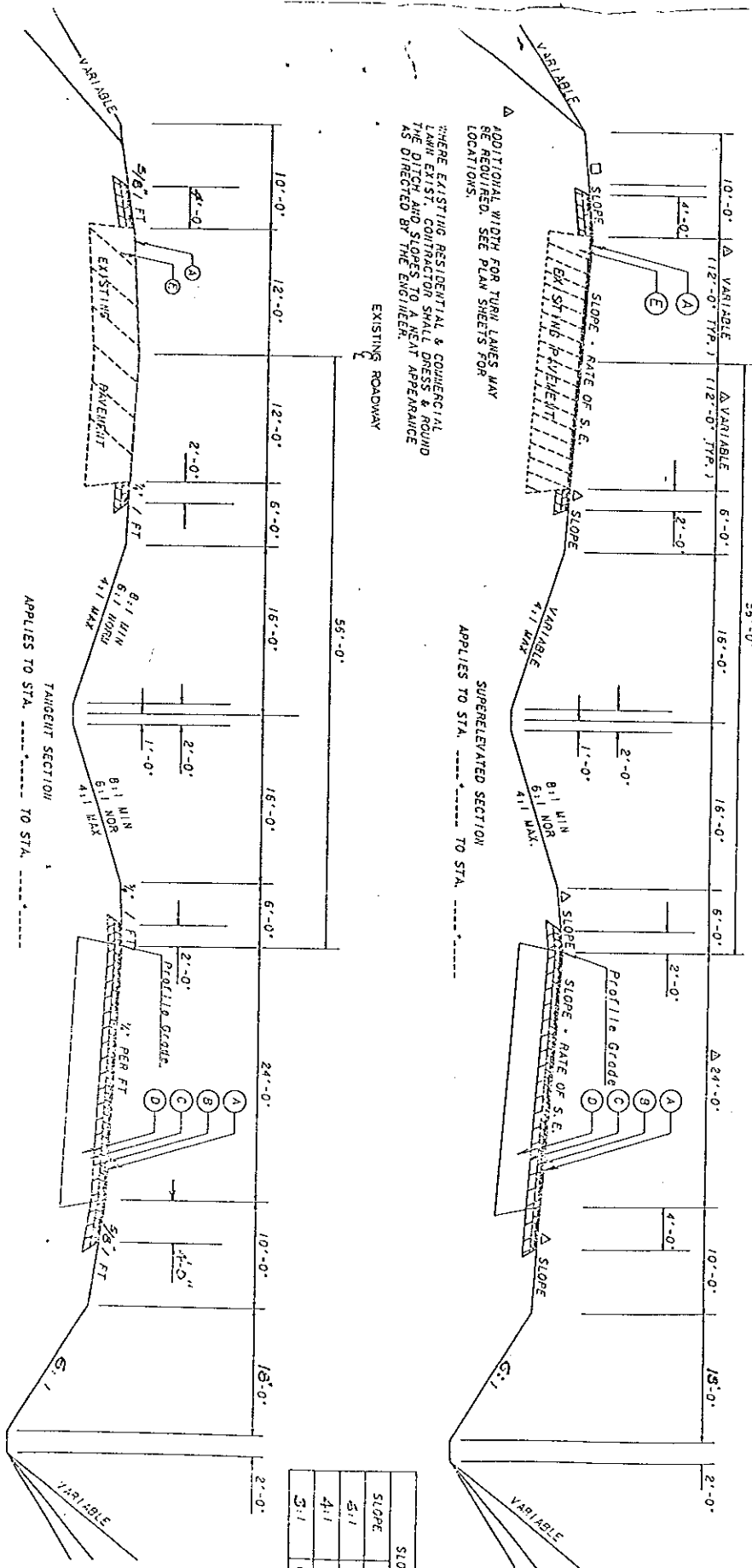
GRAND TOTAL PROJECT COST _____ \$ ~~7,206,516~~
=====

* An LGPA is anticipated

EXISTING ROADWAY

TYPICAL GRADING AND PAVING SECTION FOR SR32
SCALE: HORIZ. 1" = 5'-0"
VERT. 1" = 2'-0"

STATE	PROJECT NUMBER	SHEET	TOTAL
GA.	68-035-1(19)	19	20



SLOPE CONTROLS		
SLOPE	CUT	FILL
4:1	0-6"	0-10"
3:1	6"-10"	10"-15"
2:1	OVER 10"	OVER 15"

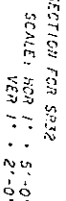
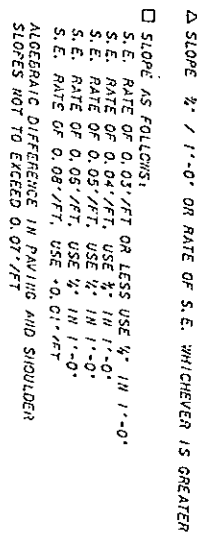
- REQUIRED PAVEMENT
- ① ASPHALTIC CONCRETE "E", 1 1/2"
 - ② ASPHALTIC CONCRETE "D", 2"
 - ③ ASPHALTIC CONCRETE BASE, 3"
 - ④ PRE-CAST SOIL CEMENT SUBBASE, 6"
 - ⑤ CR GRADED AGGREGATE BASE, 8"
 - ⑥ ASPHALTIC CONCRETE LEVELING, AS REQ'D
 - ⑦ GRADED AGGREGATE BASE, 6"

△ SLOPE 1/2" IN 1'-0" OR RATE OF S.E. WHICHEVER IS GREATER

□ SLOPE AS FOLLOWS:

- S.E. RATE OF 0.03'/FT. OR LESS USE 1/2" IN 1'-0"
- S.E. RATE OF 0.04'/FT. USE 3/4" IN 1'-0"
- S.E. RATE OF 0.05'/FT. USE 1" IN 1'-0"
- S.E. RATE OF 0.06'/FT. USE 1 1/4" IN 1'-0"
- S.E. RATE OF 0.07'/FT. USE 1 1/2" IN 1'-0"
- S.E. RATE OF 0.08'/FT. USE 1 3/4" IN 1'-0"
- S.E. RATE OF 0.09'/FT. USE 2" IN 1'-0"
- S.E. RATE OF 0.10'/FT. USE 2 1/4" IN 1'-0"
- S.E. RATE OF 0.11'/FT. USE 2 1/2" IN 1'-0"
- S.E. RATE OF 0.12'/FT. USE 2 3/4" IN 1'-0"
- S.E. RATE OF 0.13'/FT. USE 3" IN 1'-0"
- S.E. RATE OF 0.14'/FT. USE 3 1/4" IN 1'-0"
- S.E. RATE OF 0.15'/FT. USE 3 1/2" IN 1'-0"
- S.E. RATE OF 0.16'/FT. USE 3 3/4" IN 1'-0"
- S.E. RATE OF 0.17'/FT. USE 4" IN 1'-0"
- S.E. RATE OF 0.18'/FT. USE 4 1/4" IN 1'-0"
- S.E. RATE OF 0.19'/FT. USE 4 1/2" IN 1'-0"
- S.E. RATE OF 0.20'/FT. USE 4 3/4" IN 1'-0"
- S.E. RATE OF 0.21'/FT. USE 5" IN 1'-0"
- S.E. RATE OF 0.22'/FT. USE 5 1/4" IN 1'-0"
- S.E. RATE OF 0.23'/FT. USE 5 1/2" IN 1'-0"
- S.E. RATE OF 0.24'/FT. USE 5 3/4" IN 1'-0"
- S.E. RATE OF 0.25'/FT. USE 6" IN 1'-0"
- S.E. RATE OF 0.26'/FT. USE 6 1/4" IN 1'-0"
- S.E. RATE OF 0.27'/FT. USE 6 1/2" IN 1'-0"
- S.E. RATE OF 0.28'/FT. USE 6 3/4" IN 1'-0"
- S.E. RATE OF 0.29'/FT. USE 7" IN 1'-0"
- S.E. RATE OF 0.30'/FT. USE 7 1/4" IN 1'-0"
- S.E. RATE OF 0.31'/FT. USE 7 1/2" IN 1'-0"
- S.E. RATE OF 0.32'/FT. USE 7 3/4" IN 1'-0"
- S.E. RATE OF 0.33'/FT. USE 8" IN 1'-0"
- S.E. RATE OF 0.34'/FT. USE 8 1/4" IN 1'-0"
- S.E. RATE OF 0.35'/FT. USE 8 1/2" IN 1'-0"
- S.E. RATE OF 0.36'/FT. USE 8 3/4" IN 1'-0"
- S.E. RATE OF 0.37'/FT. USE 9" IN 1'-0"
- S.E. RATE OF 0.38'/FT. USE 9 1/4" IN 1'-0"
- S.E. RATE OF 0.39'/FT. USE 9 1/2" IN 1'-0"
- S.E. RATE OF 0.40'/FT. USE 9 3/4" IN 1'-0"
- S.E. RATE OF 0.41'/FT. USE 10" IN 1'-0"
- S.E. RATE OF 0.42'/FT. USE 10 1/4" IN 1'-0"
- S.E. RATE OF 0.43'/FT. USE 10 1/2" IN 1'-0"
- S.E. RATE OF 0.44'/FT. USE 10 3/4" IN 1'-0"
- S.E. RATE OF 0.45'/FT. USE 11" IN 1'-0"
- S.E. RATE OF 0.46'/FT. USE 11 1/4" IN 1'-0"
- S.E. RATE OF 0.47'/FT. USE 11 1/2" IN 1'-0"
- S.E. RATE OF 0.48'/FT. USE 11 3/4" IN 1'-0"
- S.E. RATE OF 0.49'/FT. USE 12" IN 1'-0"
- S.E. RATE OF 0.50'/FT. USE 12 1/4" IN 1'-0"
- S.E. RATE OF 0.51'/FT. USE 12 1/2" IN 1'-0"
- S.E. RATE OF 0.52'/FT. USE 12 3/4" IN 1'-0"
- S.E. RATE OF 0.53'/FT. USE 13" IN 1'-0"
- S.E. RATE OF 0.54'/FT. USE 13 1/4" IN 1'-0"
- S.E. RATE OF 0.55'/FT. USE 13 1/2" IN 1'-0"
- S.E. RATE OF 0.56'/FT. USE 13 3/4" IN 1'-0"
- S.E. RATE OF 0.57'/FT. USE 14" IN 1'-0"
- S.E. RATE OF 0.58'/FT. USE 14 1/4" IN 1'-0"
- S.E. RATE OF 0.59'/FT. USE 14 1/2" IN 1'-0"
- S.E. RATE OF 0.60'/FT. USE 14 3/4" IN 1'-0"
- S.E. RATE OF 0.61'/FT. USE 15" IN 1'-0"
- S.E. RATE OF 0.62'/FT. USE 15 1/4" IN 1'-0"
- S.E. RATE OF 0.63'/FT. USE 15 1/2" IN 1'-0"
- S.E. RATE OF 0.64'/FT. USE 15 3/4" IN 1'-0"
- S.E. RATE OF 0.65'/FT. USE 16" IN 1'-0"
- S.E. RATE OF 0.66'/FT. USE 16 1/4" IN 1'-0"
- S.E. RATE OF 0.67'/FT. USE 16 1/2" IN 1'-0"
- S.E. RATE OF 0.68'/FT. USE 16 3/4" IN 1'-0"
- S.E. RATE OF 0.69'/FT. USE 17" IN 1'-0"
- S.E. RATE OF 0.70'/FT. USE 17 1/4" IN 1'-0"
- S.E. RATE OF 0.71'/FT. USE 17 1/2" IN 1'-0"
- S.E. RATE OF 0.72'/FT. USE 17 3/4" IN 1'-0"
- S.E. RATE OF 0.73'/FT. USE 18" IN 1'-0"
- S.E. RATE OF 0.74'/FT. USE 18 1/4" IN 1'-0"
- S.E. RATE OF 0.75'/FT. USE 18 1/2" IN 1'-0"
- S.E. RATE OF 0.76'/FT. USE 18 3/4" IN 1'-0"
- S.E. RATE OF 0.77'/FT. USE 19" IN 1'-0"
- S.E. RATE OF 0.78'/FT. USE 19 1/4" IN 1'-0"
- S.E. RATE OF 0.79'/FT. USE 19 1/2" IN 1'-0"
- S.E. RATE OF 0.80'/FT. USE 19 3/4" IN 1'-0"
- S.E. RATE OF 0.81'/FT. USE 20" IN 1'-0"
- S.E. RATE OF 0.82'/FT. USE 20 1/4" IN 1'-0"
- S.E. RATE OF 0.83'/FT. USE 20 1/2" IN 1'-0"
- S.E. RATE OF 0.84'/FT. USE 20 3/4" IN 1'-0"
- S.E. RATE OF 0.85'/FT. USE 21" IN 1'-0"
- S.E. RATE OF 0.86'/FT. USE 21 1/4" IN 1'-0"
- S.E. RATE OF 0.87'/FT. USE 21 1/2" IN 1'-0"
- S.E. RATE OF 0.88'/FT. USE 21 3/4" IN 1'-0"
- S.E. RATE OF 0.89'/FT. USE 22" IN 1'-0"
- S.E. RATE OF 0.90'/FT. USE 22 1/4" IN 1'-0"
- S.E. RATE OF 0.91'/FT. USE 22 1/2" IN 1'-0"
- S.E. RATE OF 0.92'/FT. USE 22 3/4" IN 1'-0"
- S.E. RATE OF 0.93'/FT. USE 23" IN 1'-0"
- S.E. RATE OF 0.94'/FT. USE 23 1/4" IN 1'-0"
- S.E. RATE OF 0.95'/FT. USE 23 1/2" IN 1'-0"
- S.E. RATE OF 0.96'/FT. USE 23 3/4" IN 1'-0"
- S.E. RATE OF 0.97'/FT. USE 24" IN 1'-0"
- S.E. RATE OF 0.98'/FT. USE 24 1/4" IN 1'-0"
- S.E. RATE OF 0.99'/FT. USE 24 1/2" IN 1'-0"
- S.E. RATE OF 1.00'/FT. USE 24 3/4" IN 1'-0"

LENGTH OF PROJECT	
STATION TO STATION	IN FEET
1	100
2	200
3	300
4	400
5	500
6	600
7	700
8	800
9	900
10	1000
11	1100
12	1200
13	1300
14	1400
15	1500
16	1600
17	1700
18	1800
19	1900
20	2000
21	2100
22	2200
23	2300
24	2400
25	2500
26	2600
27	2700
28	2800
29	2900
30	3000
31	3100
32	3200
33	3300
34	3400
35	3500
36	3600
37	3700
38	3800
39	3900
40	4000
41	4100
42	4200
43	4300
44	4400
45	4500
46	4600
47	4700
48	4800
49	4900
50	5000
51	5100
52	5200
53	5300
54	5400
55	5500
56	5600
57	5700
58	5800
59	5900
60	6000
61	6100
62	6200
63	6300
64	6400
65	6500
66	6600
67	6700
68	6800
69	6900
70	7000
71	7100
72	7200
73	7300
74	7400
75	7500
76	7600
77	7700
78	7800
79	7900
80	8000
81	8100
82	8200
83	8300
84	8400
85	8500
86	8600
87	8700
88	8800
89	8900
90	9000
91	9100
92	9200
93	9300
94	9400
95	9500
96	9600
97	9700
98	9800
99	9900
100	10000



SLOPE CONTROLS		
SLOPE	CUT	FILL
3:1	0'-6"	0'-10"
4:1	6'-10"	~
5:1	OVER 10'	OVER 10'

LENGTH OF PROJECT		STATION TO STATION	MATERIALS
LINEAL FEET	PERCENT		
TOTALIZATION			
NET LENGTH OF ROADWAY		
NET LENGTH OF BRIDGES		
NET LENGTH OF ARCHES		
NET LENGTH OF TUNNELS		
GROSS LENGTH OF PROJECT		

Assign to Reynolds

MONTH October 1989

Nov. 89
MLP

REQUEST

FOR

Road Design

PRE-PROGRAMMING AUTHORIZATION

AUTHORIZATION IS REQUESTED TO PROCEED WITH DEVELOPMENT OF A PROJECT CONCEPT ON THE FOLLOWING PROJECT:

PROJECT DATA

COUNTY	PROJECT No. P.I. No.	TYPE WORK	DESCRIPTION
Coffee	FR-036-1(19) 421345	Widen and Reconstruct	S.R. 32 west of Douglas: From C.R. 296 east to S.R. 353 in Douglas. Length = 4.80 miles

Fund 1 = 010
Fund 2 = MLP

PRELIMINARY COST ESTIMATE (\$1,000's)	PROPOSED FISCAL YEAR	ROW TO BE PROVIDED BY	CONG. DIST.	FIELD DIST.
---	-------------------------	--------------------------	----------------	----------------

ROW CONST. \$4,640	1994	D.O.T.	8	4
-----------------------	------	--------	---	---

NEEDS RATING:

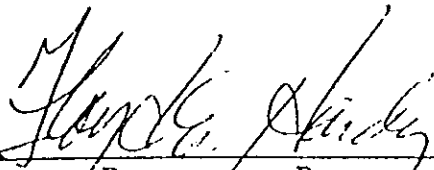
SUFFICIENCY RATING:

COMMENTS:

It is proposed to add this project to the Construction Work Program after approval of the Project Concept Report. This project was recommended at the August 31, 1989 S.H.I.P. Meeting.

Bridge culvert over unnamed creek Suff. rating = 83.1.

RECOMMENDED


DIRECTOR, DIVISION OF PLANNING AND PROGRAMMING

APPROVED


COMMISSIONER

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE FR-036-1(119) Coffee County OFFICE Atlanta
P.I. No. 421345
SR 32
DATE March 28, 1991
FROM Walker W. Scott, P.E., State Road & Airport Design Engineer
TO DISTRIBUTION BELOW

SUBJECT Minutes of Concept Team Meeting

The concept team meeting was held January 30, 1991, in the Road Design Conference Room. Individuals present were: Walker Scott, Mike Reynolds, Mike Wright, Frank Golder, Bascombe Hughes, Jerry Lindsey, Freddie Walker, Don Gaskins, Ronnie Brogdon, Del Clippard, John Lord, and Jack Varner/Georgia Power Company.

The project was described by Mike Reynolds. The project consists of widening SR 32 from two lanes to four lanes, beginning with a 44 foot depressed median section for the first 2.12 miles and ending the last 2.01 miles with a 14 foot two-way left turn lane. The project begins approximately 1/4 mile west of CR 296 and extends easterly 4.13 miles along SR 32 and connects with project FR-036-1(13) Coffee, at the Douglas City Limits. Total R/W width for the 44 foot median section would be 180± feet. Total R/W width for the 5-lane section would be 130 feet.

General Discussion:

Ronnie Brogdon, District 4 Utility Engineer, noted that the City of Douglas gas line runs almost the entire length of the project inside the existing R/W on the south side, and to relocate this line would cost the local government approximately \$240,000. He noted that other utilities costs would be approximately \$100,000 for the first 1.4 miles with widening on the south side, plus \$40,000 for the electric utility which extends the entire length of the project. Mr. Brogdon, also suggested widening the flush median section to the north side to minimize utility cost. Mr. Scott noted that additional R/W and pavement leveling costs would probably exceed any savings on utility cost.

It was noted that a cemetery is located on the north side of SR 32 and directly across the street from a radio tower. Required R/W for the 5-lane section would affect the cemetery and the radio tower guy wires. It was noted that two possible historic sites may exist along this project.

PAGE 2
Minutes - Concept Meeting
March 28, 1991

Required Project Data Status:

Design Traffic has been received.

A R/W cost estimate has been received.

The project will be scheduled after concept approval is received.

The Environmental Office will schedule underground storage tank/hazardous waste site investigation.

A field review of utilities including cost estimate, findings, comments and recommendations has been received.

A "Need and Purpose Statement" has been received from planning.

The Office of Environmental/Location will provide mapping, determine the existence of wetlands, environmental analysis, and other information as stated above and according to the project schedule.

A public hearing will be scheduled.

Accident history is requested from Traffic and Safety.

WWS:MGR:bc
DISTRIBUTION

Juan Durrence

Kirby Hamil

Herman Griffin

Robert Humphrey

Ron Colvin

Dudley Ellis

Don Welch

Buck Hartley /Jerry Lindsey, Freddie Walker, Don Gaskins, Ronnie Brogdon

Bob Bowling

Frank Golder

Wayne Hutto

Jack Varner

Frank Dancehtz/Bascombe Hughes

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE R/W OFFICE Chamblee/Metro
DATE February 11, 1991

FROM John T. Lord, Right of Way Specialist, III

TO Donald E. Welch, State Rights of Way Engineer
Attention: Steve Crawford

SUBJECT RE: Preliminary R/W Cost Estimates
FR-036-1(19) Coffee
P.I. #421345
S.R. 32 Widening

As requested by Mike Reynolds of Road Design, a preliminary right of way cost estimate was made on the above referenced projects. The estimate was made from an aerial layout furnished to this office.

The estimate is \$3,289,000.00.

JTL:aw

Attachments

c: File

Donald E. Welch

DATE OF ESTIMATE: February 11, 1991

BY: John T. Lord

TYPE ESTIMATE: Preliminary R/W Costs

PROJECT: FR-036-1(19) Douglas

P.I. 421345

EXISTING R/W 100'

REQUIRED R/W Varying

ESTIMATED NUMBER OF PARCELS: 120±

PROJECT TERMINI: S.R. 32 from Seaboard Bridge East to just East of Douglas
West city limits

PROJECT DESCRIPTION: Widen and reconstruct existing road to 4-Lane divided
rural for 2.25 mi.± and 5-Lane rural for 2.25 mi.±

TYPE OF LAND USE: Highway Mixed

VALUE APPLIED S.F. BASIS: \$0.55

TOTAL LAND COST:

\$ 711,000.00

IMPROVEMENTS IMPACTED AND COST: (IF APPLICABLE)

\$ 839,000.00

2-Residential, 3-D/W, 14-M.H.,

2-Commercial, 1-Cemetery

(46 graves), Signs & Fencing

RELOCATION COST: (IF APPLICABLE)

\$ 462,000.00

CONSEQUENTIAL DAMAGES: (IF APPLICABLE)

\$ 50,000.00

Lake and Proximity

NET COST

\$2,062,000.00

ADM./COURT COST FACTOR 45 %

\$ 928,000.00

INFLATION FACTOR 10 %

\$ 299,000.00

TOTAL COST

\$3,289,000.00

Need and Purpose Statement
FR-036-1(19) Coffee County
SR 32 Widening

SR 32 is a principal east-west regional travel corridor through this area of the State and a major city thoroughfare in the city of Douglas, a significant regional economic center. SR 32 is one of the primary truck access routes between I-75 and Douglas.

The existing traffic volume in the project corridor is 6,000 vehicles per day with a projected traffic volume of 13,760 vehicles per day in the design year of 2016. Traffic congestion is occurring on this section of SR 32 during the peak hours. However, the section on the eastern end of the project experiences more continuous congestion because of the residential development along this section. The projected traffic volumes represent demands that will exceed the capacity of the existing two-lane roadway.

The proposed improvement will consist of widening the existing two lanes to a combination of a four-lane divided section and a five-lane urban section. The purpose of this improvement is to reduce the increasing congestion by providing additional capacity lanes and to separate turning movements from the through traffic flow. This will significantly improve the safety and operational characteristics of this section of SR 32.

The predominant land use along this project is residential with scattered commercial uses and undeveloped land. There will be adverse effects on the existing development in that this improvement will cause

some structures to be displaced.

There is another proposed project, FR-036-1(13) that will impact this project on its eastern termini. The other project ties into the east termini of this project and consist of five-lane urban sections along with one-way pairs through the city of Douglas. However, these two projects will complement each other by the continuation of multi-lane sections, thereby enhancing the traffic flow in and around the Douglas area.